

Inside The Golden Jet

**CONTINENTAL'S LUXURY VERSION
OF THE BOEING 707**



26 YEARS OF SCHEDULED SERVICE



ROBERT F. SIX *has been president of Continental for 22 of its 26 year history.*

Something you may never have realized is that there are different models of the same airplane as there are different models of the same make car. Boeing 707s vary, for example, in size, cruising range and interiors.

The number of lounges, the seating arrangement, size of seats, the fabrics and colors used throughout—all these are determined by the airline purchasing the plane.

Each of our Boeing 707s has been custom-built for us. We have spared no effort to make them the finest in service today. It's been exciting to plan them, it's now a tremendous pleasure to offer them to you. We call them the Golden Jets. By the end of your flight, I'm sure you'll know why.

Robert F. Six

Robert F. Six
PRESIDENT



Jack Weiler (right) and Harry Tanneyhill were the first Continental captains to be checked out on the Golden Jet. These two men with a combined total of 41 years flying for Continental, supervised the training of many of Continental's Golden Jet flight officers.

Rigorous Training for Golden Jet Flight Crews



Twenty teams of veteran Continental pilots studied and trained for months to win the right to fly the Golden Jet. As a result, flying the Golden Jets is as natural as breathing for these men.

The intensive training program included nearly 200 hours in ground school, technical school, and in actual practice flying on the Golden Jet. In addition, many of these pilots have logged hundreds of hours flying Continental's Jet Power Viscount IIs since their introduction in 1958.

Hostesses, too, received special training at the new Hostess Training School at Continental's Los

Angeles base. An exact full-size mock-up of an interior section and galley is used to familiarize Continental's hostesses with the Golden Jet.

The Director-Passenger Services, a management representative with extensive airline experience, is a specialist in helping people.

Continental has invested \$750,000 in the training of flight and ground crews for the Golden Jet Service.

Alone among U. S. airliners, the Golden Jet has a cabin crew of five, the Director-Passenger Services and four hostesses. These crew members have won assignment to the Golden Jet through experience and dependability.



New Sights, New Sensations in Pure Jet Flying

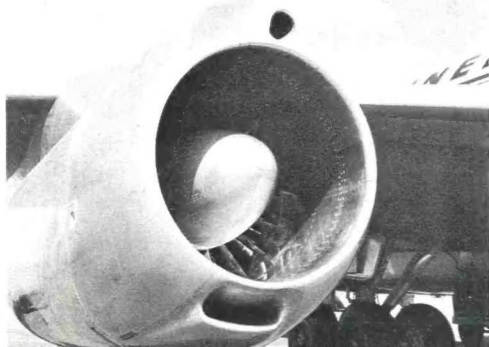
AIR-CONDITIONING VAPOR—A fog-like vapor is sometimes noticed when air-conditioning is first turned on. It wears off shortly.

NO ENGINE WARM-UP—As soon as engines are started, the Golden Jet can taxi out and take off.

BRAKE-RELEASE NOISE—Before starting down runway, brakes are released, causing a “thunk” noise.

LONGER TAKE-OFF—Most efficient take-off for a jet requires a longer run to develop maximum “thrust.”

Kranzten



DARK SMOKE—At take-off, the engines sometimes produce dark smoke caused by injections of water into engines to increase “thrust.” In normal operation jet engines produce intermittent smoke trails.

“THUNK-THUNK” OF LANDING GEAR—Once airborne, the 8-wheel under-carriage is retracted, making a solid “thunk-thunk” noise.

FLEXIBLE WINGS—Wings are engineered to absorb bumps in rough air. Some wing movement is visible.

Front end of a Golden Jet propellerless engine.



STEEP CLIMB—So powerful is the Golden Jet that passengers experience the pleasant sensation of lift. The Golden Jet will climb up to 3,000 feet a minute.

VORTEX GENERATORS—Blade-like devices crowded together on top of wing make better control possible and cut down on high-speed drag.

RED LIGHT AT NIGHT—The flashing red beacon on the bottom of the plane reflects on the engine pods. But you will never see a flame or glow coming from a jet engine.

SOUND SUPPRESSORS—The collection of 21 stubby tubes behind each engine cuts down on jet engine noise that can be heard on the ground.

FAST DESCENT—The Golden Jet descends rapidly, almost 2,000 feet per minute. The landing gear noise, “thunk-thunk” is heard again as it is lowered.

AIR BRAKES—Hinged doors that raise up from the top of the wing are called “spoilers.” When fully opened, they expose the wing structure. They help bring the Golden Jet to a comparatively low landing speed and a quicker stop.

TOUCH DOWN—Spoilers are opened to fullest extent. When necessary, pilot uses thrust reversers causing a brief roar.



GOLDEN JET CLUB COACH MEALS like this one are colorful and appetizing. Meals in the first-class section are even more sumptuous.



Continental's Golden Jets are acclaimed the most luxurious aircraft in the world for good reason. Here's one—the First Class Lounge! Every interior detail was custom designed specifically for Continental by Charles Butler.

"It's Pure Jet and Pure Luxury"

MORE ROOM PER PASSENGER

The 707 is made to carry over 150 passengers. Yet Continental's designer eliminated many seats to give each passenger more room. You don't sit down—you sink down into the Golden Jet's custom-designed seats, wider with higher backs than any you've ever seen.

And there's a table beside each first-class seat. Each seat including coach has its own upholstered foot-rest.

LIGHTING CONTROLLED TO MATCH OUTSIDE LIGHT

Soft, indirect lighting is provided by shielded fluorescent tubes built into coves beneath the hatracks. And dome lights can be color controlled to match the natural light outside, even star-light.

YOU CAN EVEN BUY A TICKET IN FLIGHT—All ticket checking is done aboard while you are comfortably seated and flying to your destination. Continental's Director-Passenger Services handles all these formalities and can even sell you a ticket while the hostesses are serving Golden Champagne.





MUSIC TO FLY BY—The background music you hear comes from a high-fidelity speaker in your service console. You will also hear all announcements through this speaker.



SMOOTH, QUIET FLIGHT—Jet engines with only two moving parts, high-cruising altitudes above bad weather and radar to avoid thunderheads, all contribute to the Golden Jet's restful, relaxed flight.



INTERIORS DECORATOR-DESIGNED — All interior appointments including the "easy chair" seats are custom-designed by Charles Butler of the famous New York firm bearing his name. Striking colors and fabrics with smart accents, luxurious carpeting and furnishings provide a glamorous atmosphere for Golden Jet flight.

BOARDING IS SIMPLE

As you noticed, boarding the Golden Jet is quick and uncomplicated. Under Continental's "Instant-Boarding" procedure there is no need to wait at the airport ticket counter since ticket checking is done aboard the Golden Jet in flight! Seat selection and baggage weighing is also streamlined.

"DIRECTOR-PASSENGER SERVICES"—EXCLUSIVE WITH CONTINENTAL

Only Continental has a representative of management—the Director-Passenger Services—on Golden Jet flights to supervise every detail of its "Gold Carpet"® service.

GOOD TV RECEPTION

Extensive experiments by Continental led to the successful installation of a TV set in the forward lounge.

RADIO TELEPHONE SERVICE

Another exclusive—the Golden Jets are the only commercial aircraft in the U. S. with direct radio-telephone communication with the ground for the exclusive use of the cabin crew in expediting service for passengers.

EXTRA CONVENIENCE

Over your head is a service console. In it, within easy reach, is a hostess call button, an individual air outlet, and a reading light. Turn the nozzle to increase or decrease your supply of air.

PILLOWS AND BLANKETS

Tailored blankets and downy pillows are provided for your comfort—clean and fresh for every flight.

OXYGEN MASK

The door on the bottom of your console covers an oxygen mask. Chances are it will never be needed. It drops down automatically when necessary.

Jet Engines Put the "Go" in the Golden Jet

Rocky Mountain News



Big jet engines are silenced as Continental ground crew leader brings Golden Jet to stop.

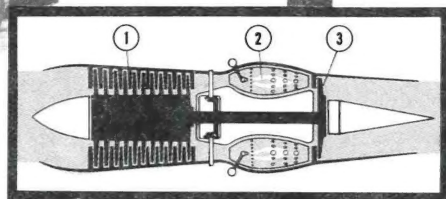


FOUR PRATT & WHITNEY JT3 ENGINES POWER THE GOLDEN JET

One of these engines will produce more power than all four engines combined on today's biggest piston-powered airliners.

JET FUEL NOT HIGHLY FLAMMABLE

Jet engines operate efficiently on kerosene, and kerosene is not highly flammable. Even if it should leak, it won't explode.



Pure jet engines with only two moving parts are simple, trouble-free. Main parts are: (1) Compressor; (2) Combustion Chamber; (3) Turbine.

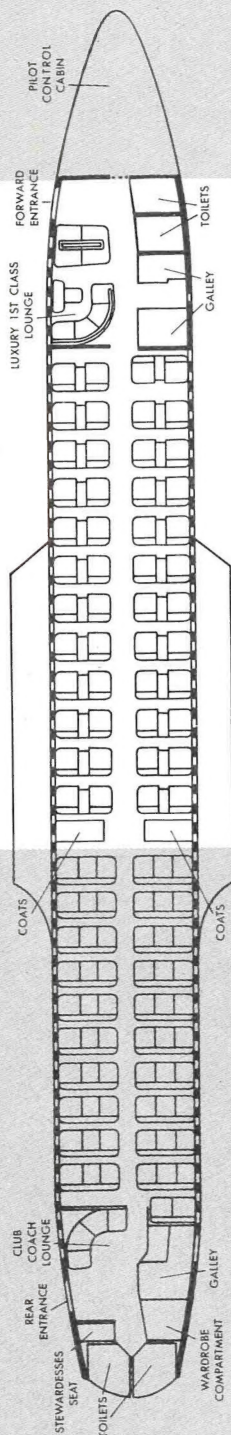
JET ENGINES LIVE ON AIR

Entering air flows into compressor, then mixes with fuel in burners and ignites in a continuous flame. The expanding gases produced "jet" or thrust out with great energy to push airplane forward. These escaping gases spin turbine which runs compressor.

GOLDEN JET SEATING

LUXURY FIRST CLASS

CLUB COACH



Golden Jet Specifications

CONFIGURATION 40 Luxury First Class seats
80 Club Coach seats
2 lounges
3 galleys
4 lavatories

PASSENGERS 120

CREW 8—3 Flight Officers, 5 cabin attendants

WING SPAN 130' 10"

OVERALL LENGTH 144' 6"

TAIL HEIGHT 38' 5"

CABIN WIDTH 12' 4"

MAXIMUM TAKE-OFF WEIGHT 246,000 pounds

CRUISING SPEED 600 miles per hour

LANDING SPEED 115 miles per hour

RANGE 4,100 miles

FUEL SUPPLY 13,500 gallons aviation kerosene

CRUISING ALTITUDE 30,000' to 40,000'

RATE OF CLIMB 3,000' per minute

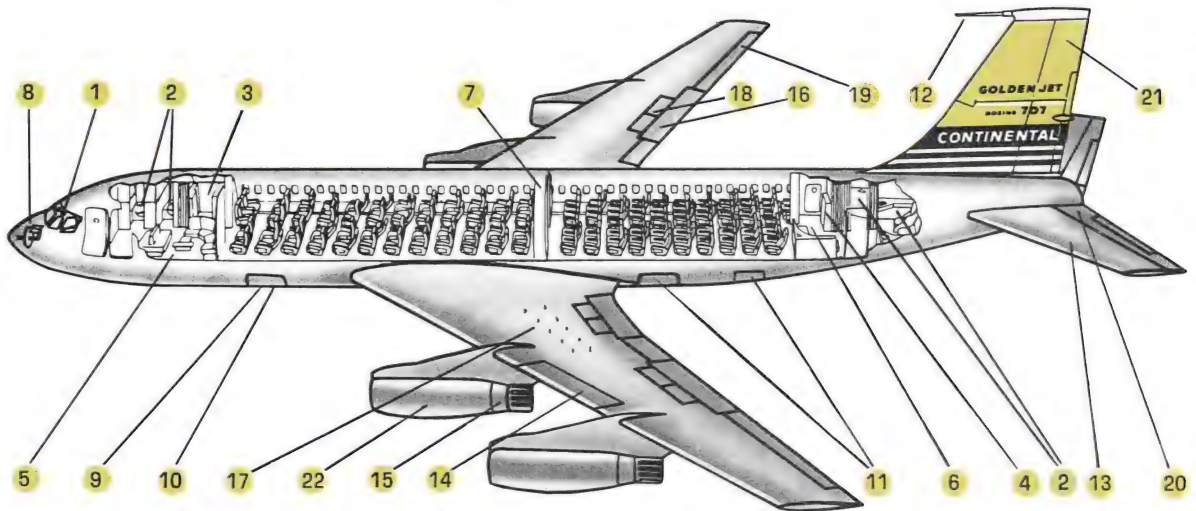
ENGINES Four JT3 Pratt & Whitney
gas turbine engines

POWER 52,000 pounds of thrust

CARGO CAPACITY 19,200 pounds—1,600 cubic feet

LARGEST CARGO DOOR 4' x 4'2½"

Where Things Are on the Golden Jet



- 1 PILOT CONTROL CABIN
- 2 LAVATORIES
- 3 FORWARD GALLEYS
- 4 REAR GALLEY
- 5 LUXURY FIRST-CLASS LOUNGE
- 6 CLUB COACH LOUNGE
- 7 COAT ROOMS
- 8 RADAR—Aids pilot in avoiding rough weather.
- 9 BAGGAGE HOLD
- 10 FORWARD CARGO HOLD
- 11 REAR CARGO HOLD
- 12 RADIO ANTENNAE—For ground communication.
- 13 HORIZONTAL STABILIZER—Keeps plane level at high speeds.
- 14 LEADING EDGE FLAP—Improves control characteristics during low-speed flight.
- 15 THRUST REVERSERS—Give same braking effect as reversing propeller pitch in piston-engine aircraft.
- 16 WING FLAPS—For added lift on takeoff and added drag to shorten landing roll. Four sections can be extended and lowered.
- 17 VORTEX GENERATORS—Small blades on top of wings and tail to keep air moving smoothly along wing surfaces so as to avoid high-speed drag.
- 18 SPOILERS—Hinged panels on top of wing which act as air brakes in landing. Also used to increase maneuverability in flight
- 19AILERONS—Help control turns. Two sets on each wing on 707.
- 20 ELEVATOR—Helps control climb and descent.
- 21 RUDDER—Helps control turns.
- 22 ENGINE PODS—Slung low and forward, allow uninterrupted flow of air to engines.



The Golden Jet whispers over Lake Washington near Seattle, Washington.

Superior Flight Character

WHY THE GOLDEN JET IS SO SMOOTH

If you want to talk smoothness of flight, there's virtually no vibration in the Golden Jet. Why? The method of propulsion—your jet engines. Propellerless, pistonless, the jet's power is generated, not by a series of explosions, but by continuous combustion.

HIGH ALTITUDE AND RADAR OUTWIT THE WEATHER

Another reason for the smoothness of Golden Jet flight involves the "location" of weather itself. Most turbulence of layer-type clouds can

be avoided by flying over 25,000 feet and the Golden Jet can cruise up to 40,000 feet!

The tallest thunderheads, however, rise as high as 60,000 feet. These mist-wrapped sore thumbs sticking into the high sky are easy to see and avoid and are picked up clearly on the Golden Jet's radar. Radar also helps Golden Jet pilots elude bad weather bumps in climbing to cruising altitude and descending. And Radar can see 150 miles ahead.

GOLDEN JET WINGS ARE SHOCK ABSORBERS

Until recently, all airplanes were built with



teristics

relatively rigid wings. Some air turbulence, therefore, was transmitted to the fuselage. But Golden Jet wings adjust to gusting much like those of a soaring gull. They absorb the "bumps" so that they are hardly noticeable in the cabin.

GOLDEN JET RIDES THE JETSTREAM

A momentary roughness at high altitudes is a sign that the Golden Jet is climbing up into the jetstream to add its winds of up to 300 miles per hour to its own speed of 600 miles per hour. When this happens, stand by for a record!



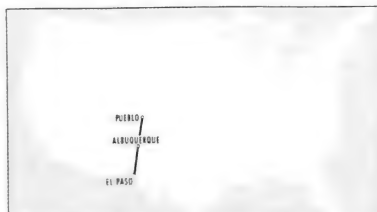
SO QUIET, CONVERSATION IS EASY—Excellent sound-proofing and location of engines away from cabin contribute to the restful atmosphere of the Golden Jet. There is some sound near the rear at take-off, but it trails off as higher altitudes are reached. If you listen hard, you will hear a whooshing sound as air slips over the skin of the ship.

Continental in 26th Year of Schedule

1934



Varney Speed Lines organized at El Paso, Texas.



Initial operations covered 520 miles between El Paso, Texas and Pueblo, Colorado.



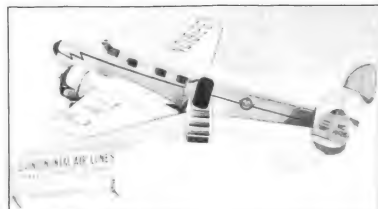
Service began with three Lockheed Vega single-engine aircraft. Capacity—4 passengers. Speed—145 miles per hour.

**Name changed to Continental Air Lines.
Routes extended to Denver, Colorado.**

1937



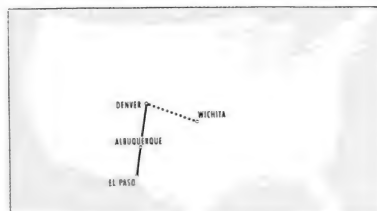
Routes increased to 624 miles with purchase of Pueblo-Denver route, as headquarters moved to Denver.



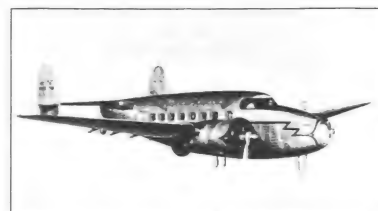
Three twin-engined Lockheed 12s replaced the Vegas. Capacity—6 passengers. Speed—190 miles per hour.

1939

Wichita added as 200 mile-per-hour aircraft join fleet.



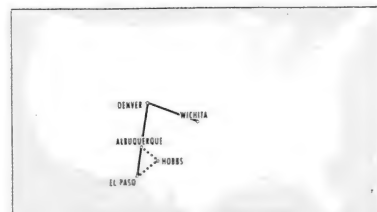
New routes in Kansas increase system to 1,030 miles.



Lockheed 14s acquired. Capacity—10 passengers, speed—200 miles per hour.

1940

New Mexico service extended. Lockheed Lodestars added.



System grows to 1,261 miles as service starts to Roswell, Hobbs, and Carlsbad.



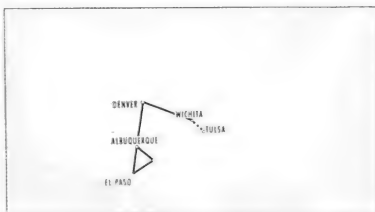
Finest of their time, three Lockheed Lodestars were delivered. Capacity—14 passengers. Speed—205 miles per hour.

Continental Service Experiences Rapid Growth

1941



Tulsa service inaugurated as war delays expansion.



With addition of Tulsa service, system miles boosted to 1,393.

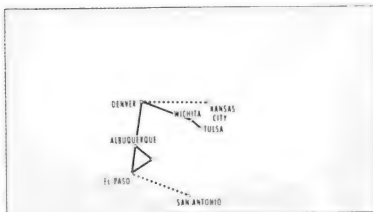


Three more Lodestars are delivered to replace the Lockheed 14s.

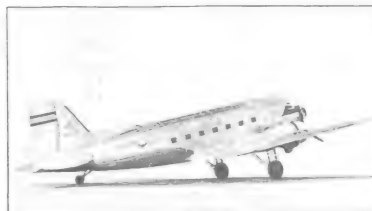
1944



Service extended to Kansas City and San Antonio.



As Continental routes touch Missouri and South Texas, system grows to 2,359 miles.

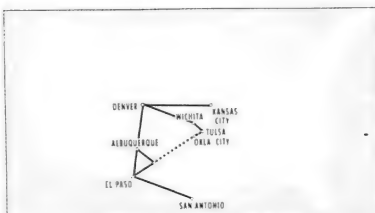


Workhorse DC-3s enter Continental service. Capacity—21 passengers. Speed—180 miles per hour.

1945



Tulsa and Oklahoma City linked to El Paso.



System continues to grow with 2,884 total route miles by the end of 1945.

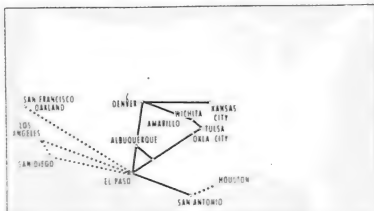


First of famous Convair 240s enter Continental service in 1949. Capacity—40 passengers. Speed—285 miles per hour.

1951



Continental inaugurates Houston-San Francisco and Los Angeles service with American Airlines.



Route miles reach 2,935 in 1951. Fleet augmented with four-engine aircraft.

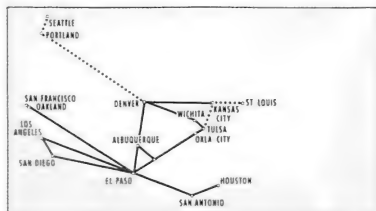


Continental operates first four-engine aircraft, Douglas DC-6Bs. Capacity—62 passengers. Speed—300 miles per hour.

1952



St. Louis through-plane service begins from Denver with Braniff Airways.

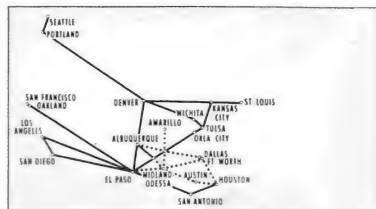


In 1953, Kansas City and Tulsa linked, and service begins between Portland-Seattle and Tulsa-Wichita with United.

Convair 340s join fleet. Capacity—44 passengers. Speed—270 miles per hour.

Continental buys Pioneer Airlines, bringing Dallas, Fort Worth and Austin into system.

1955

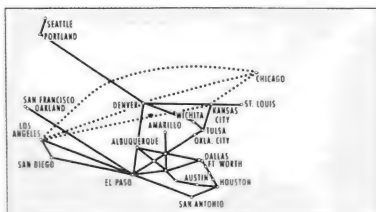


Acquisition of Pioneer's routes increases mileage to 4,797.

Integration of Pioneer brings additional aircraft.

Chicago-Los Angeles service opened with DC-7Bs.

1957

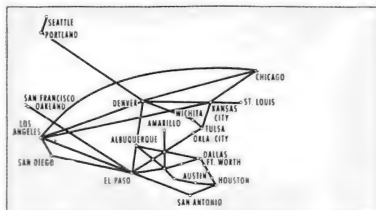


Route miles increase again to 6,032. Continental leads industry in providing superior coach service.

Famous DC-7Bs added for Club Coach service. Capacity—85 passengers. Speed—365 miles per hour.

Jet-power Viscount II service begins for Chicago, Los Angeles, Denver and Kansas City.

1958



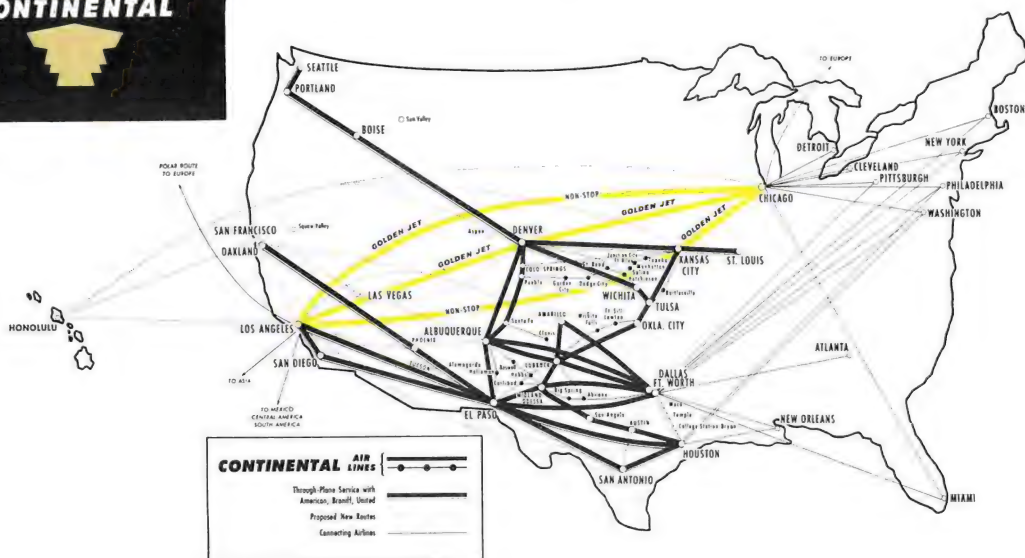
Viscount II nonstop service between Dallas and Albuquerque, El Paso, Midland-Odessa, Lubbock and Amarillo started in 1959.

Continental was first to offer jet-power service in the West with the Viscount IIs. Capacity—52 passengers. Speed—365 miles per hour.

1959



Non-Stop Golden Jet Service Begins



New Golden Jet routes provide frequent
non-stop service for
Chicago, Los Angeles, Denver, Kansas City



The Golden Jet—Continental's luxury version of the Boeing 707. Capacity—110 passengers. Speed—600 miles per hour.

Viscount II Completes Conversion of Continental Fleet to Jet Power

ONLY VISCOUNT II SERVICE IN NORTH AMERICA

Continental, the first airline in the world to put the Viscount II into scheduled service, is today the only airline flying this superb aircraft in North America.

FIRST IN THE WEST WITH JET POWER FLIGHTS

Introduced in May, 1958 in Chicago, Denver, Kansas City and Los Angeles,

they gave Continental the first jet power service in the West.

Since then, Continental has extended Viscount II service to Kansas, Texas, New Mexico, Colorado and Oklahoma.

JET POWER ON OVER 80% OF CONTINENTAL'S SERVICE

Over 80% of Continental's daily service is provided by turbine-powered Viscount IIs and Golden Jet Boeing 707s. This is the highest percentage of all domestic airlines.



DIRECT DESCENDANT OF THE SPITFIRE—Vickers-Armstrongs, Limited, producer of the Spitfire fighter, famous for its role in the Battle of Britain, makes the Viscount II.



CUSTOM INTERIORS—Continental's Viscount II's interior is full of color inspired by the subtle desert shades of the western country over which it flies. So gratifying is the effect that the interior plan was purchased by an airline in another country for its own Viscounts. Interiors are an exquisite blend of Tucson Blue, Canyon Rose and Birch White with accents of Gold. Even the fabrics were woven exclusively for Continental.

PANORAMA WINDOWS

The oval, 26-inch-high windows of the Viscount II offer a superlative view for the passenger. Passengers in both aisle and window seats have a "picture-window" view of the ground.

INDIVIDUAL FOLD-DOWN TABLES

A Viscount original, this feature has become a favorite with Continental passengers. Steady enough for serious work, light enough to nudge into place with a finger.

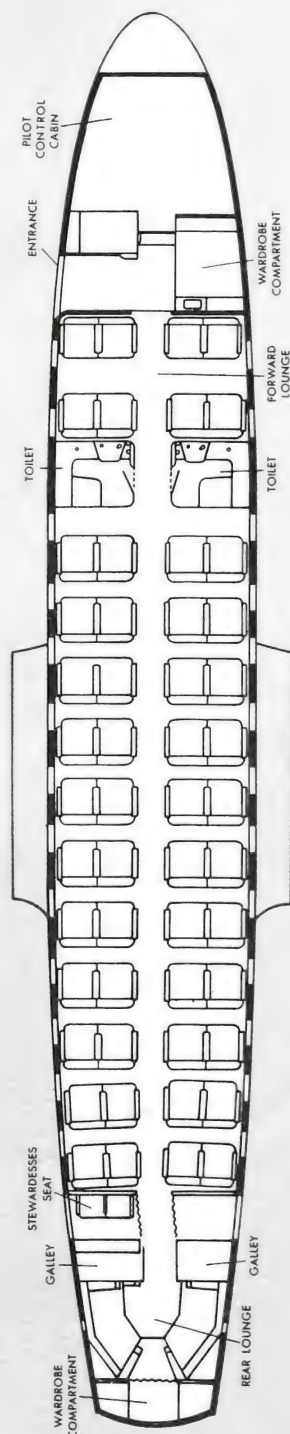
VISCOUNTS INTRODUCE JET POWER AGE

Predecessor Viscounts were the first turbine-powered aircraft operating in scheduled passenger service. Since the introduction of Viscounts in 1948, there have been six types—each with more size, speed and power. All these advances are climaxed in the Viscount II.

RUGGED AND SAFE—The versatile Viscount is proving itself every day on thirty-eight airlines around the world. Over 400 Viscounts are now in scheduled airline service—a record few airliners can match.



Viscount II Seating



Viscount II Specifications

CONFIGURATION	52 Luxury First Class seats 2 Lounges 2 galleys 2 lavatories
PASSENGERS	52
CREW	2 flight officers, 1 or 2 hostesses
WING SPAN	94
OVERALL LENGTH	85' 8"
TAIL HEIGHT	26' 9"
CABIN WIDTH	10'
MAXIMUM TAKE-OFF WEIGHT	69,000 pounds
CRUISING SPEED	365 miles per hour
LANDING SPEED	100 miles per hour
RANGE	1,300 miles
FUEL SUPPLY	2,282 gallons aviation kerosene
CRUISING ALTITUDE	17,000 to 25,000 feet
RATE OF CLIMB	1,500' per minute
ENGINES	Four Rolls Royce Dart gas turbine engines
POWER	7,200 horsepower and 2,000 pounds of thrust
CARGO CAPACITY	3,700 pounds—250 cubic feet
LARGEST CARGO DOOR	2' 6" x 3' 6"

Four Rolls-Royce Engines Give Viscount II Smooth Jet Power



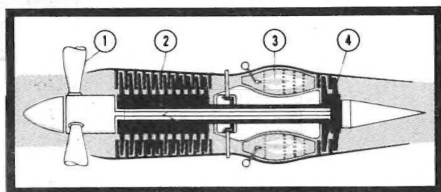
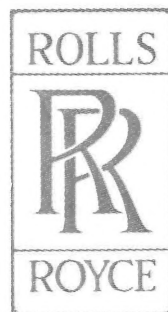
Performance of the Viscount II is as handsome as its profile. Fully loaded, it will climb 1,500 feet per minute. The biggest piston-engine airliner with the same load climbs 750 feet per minute.

TURBINE ENGINES ARE QUIET

It's difficult to know when the engines have started they are so quiet. In the air, normal conversation is possible, even across the aisles. You can chat, read or rest without noise distraction, arrive at your destination relaxed and refreshed.

HOW IT WORKS

Air that enters the front of the engine is drawn through compressors and delivered under high pressure to combustion chambers where it is mixed with kerosene and burned. The resulting expanding gases are discharged with tremendous force and drive three turbine wheels



The Rolls-Royce engine has few parts. (1) Propeller; (2) Compressor; (3) Combustion Chamber; (4) Turbine.

which are coupled to a shaft turning the propellers and compressors. These gases also provide considerable thrust to help propel the aircraft.

PURE JET AND PROP-JET CLOSELY RELATED

This engine differs from the pure jet only in that discharging gases drive a propeller. In the pure jet all the engines' energy is "thrust" which pushes out against the air to drive the airplane.

CONTINENTAL BUILDS FOR THE JET AGE

Opens New West Coast Base at Los Angeles International Airport

It's a pleasure

to have you fly Continental. We hope this book describes the pleasant new experiences you found in jet power travel. If you wish to share your trip, we will be delighted to send your friends a copy of this book. Simply fill out this form and give it to a hostess or send to:



This new base on the Pacific Ocean will provide complete maintenance facilities for Continental's jet fleet. Also located here is Continental's Hostess Training School.

CONTINENTAL AIR LINES
Stapleton Airfield • Denver 7, Colorado

Please send a copy of "Inside the Golden Jet" to:

NAME _____

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CITY _____ ZONE _____ STATE _____

NAME _____

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CITY _____ ZONE _____ STATE _____





THE GOLDEN JET leaves a vapor trail across the sky. Continental was the first airline to fly jet power aircraft in the West, the first to bring pure jet service from Chicago and Los Angeles to Denver and Kansas City. You can expect innovations in service, in comfort and convenience from this kind of forward-thinking, forward-doing airline.



Babies love the Golden Jet



26 YEARS OF SCHEDULED SERVICE